



Everyone wants a photo license. . .

MVD employees say they are not suffering from boredom this month. The long lines of people applying for new photo licenses at division offices throughout the state are explained on page 6.

Public works bill may aid ODOT

In July, Congress overrode Pres. Ford's veto and enacted a new public works bill. While no guidelines have been issued and the amount of money to be allocated to Oregon is not known, Department of Transportation officials are drawing up lists of potential projects to be submitted to the federal government for funding consideration.

ODOT Director Bob Burco said requests will be consistent with the direction approved by the Oregon Transportation Commission at its June meeting — emphasis on maintenance and improvement of the present system.

The department may receive funds under two provisions of the 1976 public works bill. Title I provides each state a minimum of \$10 million for construction projects. Oregon's current unemployment rate is high in relation to the rest of the country, leading ODOT officials to believe the state may receive between \$25 and \$50 million under Title I.

The federal money can either be spent directly on projects or used in place of local or state match (but

not both) for any existing federal aid program. The secretary of commerce, through the Economic Development Administration, will review projects submitted by state and local agencies on an individual basis for funding.

Title II of the bill provides funding for continuation of basic services being curtailed because of budget problems at the state or local level. Street and park maintenance are examples of such basic services. The bill specifies that two-thirds of that money must go to local governments and the remaining one-third to state agencies. Under a formula established by Congress, about \$19.5 million will come to Oregon through Title II.

Burco said first priority projects listed for submission will include reconstruction and resurfacing of the primary and secondary highway system, bridge replacements, airport projects and replacement of field maintenance buildings. Second priority will be given overlays on the interstate system and reconstruction of the testing and materials laboratory in Salem.

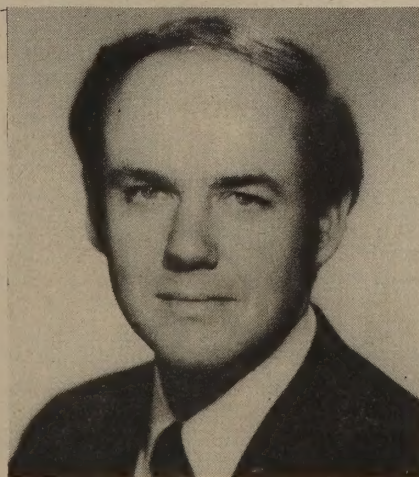
Straub names commissioner

Peter J. Brix, a 40-year-old Portland businessman, has been appointed to a four-year term on the Transportation Commission by Governor Bob Straub. He replaced Robert Mitchell, whose term expired June 30, 1976.

He will serve with Chairman Glenn Jackson, and commissioners Gordon Coleman, Michael Hollern, and Tom Walsh. Jackson was reappointed by Governor Straub as chairman.

Brix is president of Knappton Towboat Company, with offices in Portland and Astoria.

He was born in Portland and graduated from Cleveland High School. He received a BA degree from the University of Washington in 1958, and an LLB degree from Willamette University in 1961.



PETER J. BRIX

Brix is a former chairman of the Board of Directors of the American Waterways Operators, Inc. and presently serves as a director.

Brix and his wife Noydena have two daughters and one son.

Half of Oregon's roads require major repairs

About 50 per cent of the roadway in Oregon's highway system needs major surface repair, according to David Moehring, maintenance engineer.

The remaining 50 per cent is in "pretty good shape," Moehring said, but at the present level of maintenance, the amount of roadway needing repair will grow by 5 per cent each year.

Moehring said that the average life of a highway is listed as 20 years, but for more practical purposes it is actually about 14 years.

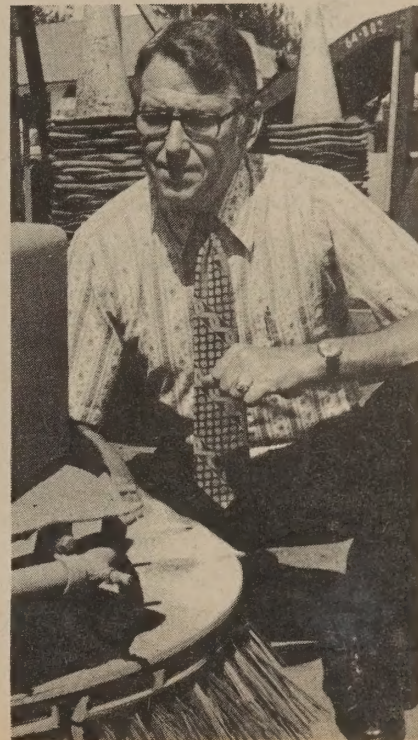
Oregon has 7,600 miles of highway in its system, with about 20,000 lane miles. Every year major repair work should be done on at least 1,000 lane miles, to keep pace with the breakup of highway surfaces.

Oregon has been in a deficit status for some years in road resurfacing and major repair. Moehring said that in recent years, the Highway Division has only done 40 to 80 center line miles of maintenance resurfacing a year, while more than 10 times that has been needed.

He said money gained from passage of Ballot Measure 8 would not cover the inflationary increases in his section. If Measure 8 fails in November, he said drastic action would be necessary to curtail activities.

Present plans for those cutbacks call for a 50 per cent reduction in the servicing of litter barrels, with probably half of the barrels being removed.

There would be a 30 per cent reduction in caring for landscaped areas. He said that ideally one man



DAVE MOEHRING

should take care of 10 acres, but today that man takes care of 13 acres. Under a reduced budget, he would have to maintain 17 acres. There would also be a 20 per cent cut in the maintenance of rest areas, and repairs to directional signs would be reduced by 25 per cent.

Moehring said reduction in the snow removal program would require Transportation Commission action. A recommendation will be presented to the commission, probably at its September meeting, requesting a 25

Continued on Page 4

Special VIA to explain layoffs

On July 15, State Highway Engineer Scott Coulter issued a bulletin to all ODOT supervisors announcing layoffs of about 140 Employment Stimulation Program employees and 220 regular highway division employees.

Coulter said the reductions reflected the shift in emphasis to small scale construction projects and maintenance of the present highway system as directed by the Oregon Transportation Commission at its June meeting.

Coulter said all procedures would be in total compliance with the collective bargaining agreement.

State personnel rules outline procedures used "whenever a reduction in employees is required because of a shortage of funds or work or a material change in duties or organization..." These procedures "shall take into account length of service and merit rating."

Adherence to the rules means many more employees will be affected than those who receive layoff notices. The rights of seniority will trigger a complex "bumping" process. Transfers and demotions in lieu of layoffs will take place.

Because decisions of individual employees to accept or reject

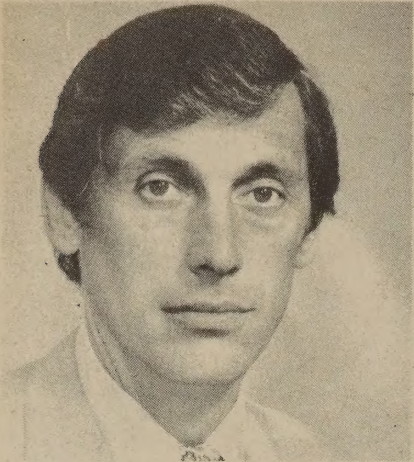
transfers or demotions cannot be predicted, the personnel office is unable to let each employee know what impact the "bumping" process will eventually have on him or her.

During the past few weeks the information vacuum caused by lack of answers to the question, "What will happen to me?", has been filled with speculation and rumor. To provide as much information as possible as quickly as possible, ODOT will publish a special edition of VIA in about a week. It will include information on:

- Why the highway program is being redirected.
- What major changes are taking place.
- How the work force is being tailored to carry out the changes.
- The schedule for work force changes.
- The layoff-transfer-demotion procedures.
- What services are available to affected employees.
- Legislative recommendations being prepared for the 1977 session.
- A look at the future of ODOT and the types of opportunities that will be available to qualified employees.

Parks and Recreation Branch

Editor's Note: The following article is the fifth in a series we intend to publish in order to familiarize employees with the range and breadth of activities within ODOT.



DAVID G. TALBOT
Superintendent

The State Parks Branch, while maintaining and improving its existing facilities, has always looked to the future in acquiring land and developing parks. As a result, Oregonians have been rewarded with a well-planned system of parks that is considered among the best in the nation.

The Parks Branch provides the administrative direction for protecting and enhancing areas of "outstanding natural, historic, and recreation value" for both the present and the years ahead. That administration extends from park planners and landscape architects involved in long-range planning to park aides charged with the upkeep of individual parks.

The Oregon Transportation Commission was first given authority to acquire land for parks in the early 1920s, and in 1922 the descendants of Oregon pioneer Sarah Helmick donated a five and a half acre site near Monmouth for the first state park.

During the 1920s, the major emphasis of the Parks Branch was the preservation of the lands acquired for park purposes. In the 30s and 40s, the state proceeded with an all-out land acquisition program that lasted until the 1950s.

At that time, the emphasis again shifted to park development. Day

use areas were improved, restroom and recreation facilities were expanded, and overnight campgrounds were constructed for the first time.

The 1960s brought a combination of land acquisition and further park development. The major emphasis of the 1970s has been in planning and maintenance of the facilities.

In its 47 years of operation, the Parks Branch has established 237 parks and recreation areas comprising over 92,000 acres. More than 160 of those parks have been developed for public use, and 53 offer overnight camping.

Through legislative acts and citizen movements aimed at saving Oregon's natural beauty, the Parks Branch has taken on varied responsibilities since the 1960s. Although its core responsibility continues to be its network of parks, waysides, and recreation areas, concerns with resource preservation, historic landmarks, scenic rivers, and trail systems are already becoming important to this future-oriented branch.

In 1975, former ODOT Director George Baldwin made the Parks and Recreation Branch a separate unit within the Department of Transportation, although it still gets its money from the state highway fund. The branch itself is divided into three major sections: design and engineering, maintenance and operations, and program and planning.

In addition to these sections, the branch administers special program sections which have been assigned either by the legislature or the administration. These special-purpose programs include Willamette River Greenway, Scenic Waterways, Recreation Trails, and Historic Preservation.

Representing the public viewpoint, the State Parks and Recreation Advisory Committee advises the Parks Branch and the Transportation Commission on all matters of parks policy. This nine-member committee is chaired by Loran "Stub" Stewart, owner of Bohemia Lumber Co. in Eugene.

Measure 8 info available

A fact sheet on Ballot Measure 8--the weight-mile and gas tax increase--has been prepared by the Office of Public Affairs, and is available to ODOT employees.

The six-page publication is designed to provide factual answers to questions about the ballot measure. It will be distributed to the news media, to local government officials, and to the public upon request.

Written in question-and-answer format, the fact sheet deals with such issues as: why is an increase needed now, what will the increase cost the average driver, are trucks paying their fair share, what will happen if the measure does not pass, and will Measure 8 solve the Highway Fund problem?

Persons wishing copies should contact Ken Bonnem at 378-6546.

Letters to the Editor

Requests statistics

To the Editor:

Several persons have said they would like to see VIA publish a statistical listing showing the number of employees in various divisions and sections and, if possible, a breakdown of the number of people by classification. Thank you for your consideration.

I enjoy reading VIA and as a former student of journalism I certainly appreciate the hard work and dedication involved in your endeavor.

Judy Peterson
R/W Agent
Region 2

Editor's Note: Information regarding employee statistics within all ODOT divisions can be obtained from the Personnel Office in Salem. Call or write Carl Hobson, Personnel Operations Section Head, State Highway Building, Salem, 97310, 378-6279.

Looks forward to VIA

To the Editor:

Although I have been retired for approximately ten years, my interest

in the Highway Division has not lessened. I look forward to receiving VIA, as it usually has information relative to promotions, retirements, and other items of general interest that I otherwise would probably not know about.

For that reason, VIA does have a high batting average in my league.

Chas. Thornton
2020 Garfield St.
Eugene, OR 97405

Appreciates concern

To the Editor:

I would like to take this opportunity through VIA to express my deep appreciation for the concern and care shown me during my recent medical bout.

A special thank you must go to the Region 1 group, the Personnel office, Mr. Coulter's office, the District 12 office, my office, and the many, many individuals who remembered me with flowers, cards and telephone calls.

It was so nice to be remembered and it is great to be back at work.

Betty Davis
Administrative Assistant
ODOT Labor Relations

Travelers say 'thank-you'

Oregon citizens and travelers from other states who are treated well while visiting Oregon like to write in to thank the Department of Transportation for "A job well done." The summer months, especially, bring thank-you letters from people who appreciate the state's highway and park systems.

A traveler from Seattle writes that although he has traileered in much of the United States, "we've never been treated to more well-equipped, beautifully planned, carefully maintained and thoroughly enjoyable public parks...Our sincere thanks for a pleasant visit which we fully intend to repeat at much greater length another time."

A woman from Eastern Oregon commended the Elgin maintenance crew for keeping the Tollgate highway (ORE 204) open to travel during construction on that road. "It was a great comfort to know there would be help anytime once I started over the Elgin maintenance section."

Many who write in are thanking someone within ODOT for special help "beyond the call of duty." When a woman from Long Beach, California slipped and broke her arm at Harris Beach State Park, John Kurka, who was working the entrance booth, helped get her to a

doctor. Her husband writes that "Mr. Kurka's verbal and physical help was extremely beneficial to both my wife and myself during this period."

And a woman whose car overheated in the rest area at Deadman's Pass says she didn't know what she would have done if Earl Ozment, a highway maintenance worker in district 12, hadn't "offered a helping hand. In these troubled times, it is very refreshing to find a person who will willingly lend a helping hand, share a smile and a friendly word."

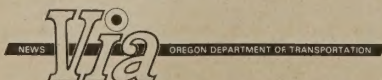
Ed Hardt's staff once again received a thank-you, this time from the city manager of Milwaukie. Region 1 had just completed a sidewalk for the city, and Harold Schilling wrote that "the meandering design, workmanship and landscaping combine to produce a product that is a credit to the State Highway Division."

Fred Klaboe received two letters from residents of Mt. Angel, thanking the Highway Division for the Colegio Cesar Chavez road signs along I-5. Administrators from the school say that "the signs really make us feel proud of what we have in Mt. Angel."

ODOT can feel pretty proud to receive such letters. Each one is always personally answered.



Visitor counts at the parks are running about the same as last year, according to June totals. Sharon Henninger, above, park aide at Bullards Beach State Park, works the registration booth during her shift.



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Salem, Oregon 97310

ODOT Director outlines plans for future

Editor's Note: In place of this month's Director's Corner, VIA is printing excerpts from Bob Burco's talk given on July 21 to Chapter 1 (Highway Chapter) of the Oregon State Employees Association in Salem. Burco gave a similar presentation to all Highway Division region and district staffs during late July. A verbatim transcript of the July 21 talk and question-and-answer session is available from the Public Affairs Office upon request.

I am here to talk about policy, about the ways that I see the department and the Highway Division moving, about some of the forces that are pushing and pulling us, and about some of the strategies for dealing with the future.

The biggest impact, at least for the near term future, is the Six-Year Highway Program as adopted by the Transportation Commission at its June meeting. It signifies a shift from major new construction on new rights-of-way to a mix of major rehabilitation-type facilities, such as bridge replacements and highway overlays, together with some new construction on new alignments. The Commission has chosen to apply between one-third and one-half of the resources available through federal aid to major rehabilitation-type activities. This flexibility was made possible by the 1976 Highway Act.

'Keep what we have'

The Commission members believe, and certainly I concur, that our first priority as far as the transportation system of the state is concerned is to keep that which we now have together as best we can. That is the reason for a shift in program direction.

The other aspect of the Commission's action was to not adopt more than the first two years of the program, recognizing the severe financial limitations we face, even with passage of Ballot Measure 8 in the fall.

With this shift in program mix, a question of the appropriate mix of staff, particularly engineering staff, was seriously raised because there is less need for location, right-of-way and new highway and bridge design activities when fewer new projects are involved.

So it was judged by the administration and the Commission that there was a necessary realignment of the staff leading to a reduction of approximately 300 to 500 employees. Now, that too is independent of the gas tax measure

in the fall.

We are going to do everything we can...I'm certainly doing everything I can...to move for a successful vote on Measure 8. If we are unsuccessful in that, or unsuccessful in obtaining some other form of legislative relief, then we're going to be facing an even more serious financial future with the possibility of even further layoffs beyond that. But, the layoffs that you've been hearing about...the ones that we are beginning to implement...are tied to a program adjustment called for by the Commission's actions last month. They are not responding to the gas tax election in the fall, and we are by no means playing games with anybody's life or career in order to scare the public about that election.

'This is no fun'

We are doing as much as we feel we can to help soften this blow, to provide alternative employment, to help people in their job search and, in general, to be as humane as we can in going through this adjustment. I am recruiting for my own executive assistant exclusively internally. We're not going outside for those kinds of jobs.

This is no fun for me. I'm sure it's no fun for you either. But, this is really the result of an evolution of four or five years of inflation, rising construction costs and some public disenchantment with new freeways, particularly. It's something that has been a long time coming, and, unfortunately, or fortunately, depending on how you see it, I'm here at a time when something's got to be done about it.

This kind of phenomenon is going on in many other states. It's gone on in Washington, already. It's gone on in California, too, and no state, no highway program has been untouched by it.

'Different legislation'

The 1979 (federal) highway legislation, in my judgment, will be very different from any highway legislation that has preceded it. It may, in fact, not even be a highway bill but a surface transportation act merging federal rail administration programs, federal highway assistance programs, and the urban mass transit programs.

I think that the Congress and the leadership in this country are recognizing some major problems in the transportation area and will be moving in the next few years to deal with those programs and problems in a different way. We



Bob Burco

have to not only get ready for that but take the unique opportunity in Oregon to exert some leadership on how that (1979) bill looks and in what directions national policy goes.

(In preparation for the coming legislature) we have to generate a budget by September 1, given the ground rules of no new revenues. That is the bleakest possible future we face. The numbers in it are real in one sense and unreal in another because I believe we will either be successful with the gas tax measure or with some additional forms of legislative relief, such as partial general funding of the State Police. Or there may be some possibilities to backstop our efforts with funds from a federal public works bill now in process.

There is also a budget being submitted based on success with the gas tax measure. Most of my remarks and most of my attacks on our problems are based on success with that measure.

(Later) there will be another budget or set of budgets that will be sent over to the governor and the legislature which reflect the program we think should be done, the kind of program we think Oregonians want, and the kind of

program this department should be able to deliver. This program will call for substantial new sources of income, and I am ready to fight for them.

This is crucial work, and I am spending a great deal of my own attention on it. I am sympathetic to the concerns about the realignment of our planning and program management staffs so we can deliver a set of plans with alternative program levels, with alternative financial assumptions, and with alternative manpower forecasts to this coming legislature. So, if you have been affected by these internal shifts, please take it as an indication that the work you are doing is at the center of our concerns.

The programs that will be delivered to the legislature in the form of a plan and policy will, I hope, help build us a new constituency, help build us a new financial base which will make us stronger than ever before. I am trying to move carefully and humanely through the present difficulties to look ahead to that refinanced and restructured department with strong political backing from the people of Oregon.

'It's not unique'

I know it is an uncomfortable time. It is a time of transition not unique to Oregon, and not unique to the Highway Division.

It is happening all throughout the government. The support of the public at large for governmental services has greatly diminished. We have to preserve the best of those services, and we have to be very convincing to the public that the product we can deliver is the product that they either want or need.

We've all got a sales job there, and by pulling together, I think we can sell it.

I personally feel there is a great future for the Department of Transportation. I think there is a great future for multi-modal transportation policies. I think within that future there is a great future, too, for the Highway Division, but its going to be a future different from the past.

Questions and answers

Q. If the Mt. Hood Freeway had been built, would that have had any effect on these hundreds being laid off?

A. No. There was no money programmed for the Mt. Hood Freeway in last year's Six-Year program. The first construction, unless there was major realignment in the rest of the program, wouldn't have come for five years. Had that realignment been carried out, other projects would have been lost.

Q. Will I-205 be completed as planned?

A. As best we can tell, it will be. It is staged over the next six years.

Q. Is there public works money available?

A. Not yet. (Ed. note: Congress has overridden President Ford's veto of the public works bill. See story on Page 1 of this issue of VIA.)

Q. You said the 300 people would be spread over three years. You've got about 225 you're giving notice to next month.

A. That's correct.

Q. That's not three years.

A. Most of it is now.

Q. You hear rumors that people are split forty per cent for and sixty per cent against the gas tax. How in the hell are you going to raise

license plates or weight fee taxes if they can't pass the one-cent gas tax? People are sure going to vote against that.

A. If they vote against it, we close up this department except for maintenance functions over the next three to five years. This is not an era of fantasy, though the public has lived in one for some time. This is a time for very harsh realism in our dealings with the public. I've got to bring that realism to the department and to the public. We've got to make this adjustment now. Without it, the best we can do on the financial trajectory we're on now is to degrade gracefully to a maintenance-only department.

Q. How many hundred thousand people do you know that will use mass transit no matter how much you have?

A. That's not an argument I'm making. I'm making an argument for increased gasoline and motor vehicle taxes for the highway program. I hope everyone realizes that. This is not the time for some false arguments between mass transit and highways. We're talking about putting the highway program back on a firm footing.



Bob Burco, with Dick and Frieda Bladorn

Deferring work could be costly

An ad hoc committee of ODOT has found that highways are more expensive to maintain the more they are allowed to deteriorate.

The committee has been investigating the economic consequences of deferring needed maintenance or reconstruction because of inadequate funding. Following several weeks of study, the committee of personnel working in highway design, maintenance, research, and economics reached the following conclusions:

- The level of serviceability on Oregon's highway system is declining—probably at an accelerating rate.

- Available data indicates that at low levels of serviceability, highways are relatively more expensive to maintain.

- Present funds are inadequate to maintain the highway system at the "optimal" level, or even "catch up" to that level.

Finally, the committee recommended more research and analysis be conducted to design a program of overlays, highway and bridge reconstruction, and maintenance which will most effectively allocate available funds.

The committee used the Highway Division's surface condition rating (SCR) as a basis for its findings. Every two years the state highway system is examined and an SCR is awarded. The examination analyzes such factors as erosion, alligatoring, wheel rutting, and patching in determining the amount of work needed to be done on a particular highway.

The committee reported that the Highway Division has been losing ground on major maintenance work over the past two years. In fact, approximately 50 per cent of the state highway system, exclusive of the interstate system, was beyond its design life of 20 years, the committee found.

Members of the ad hoc committee are Martha Hansen, George Wills, Lloyd Henion, Mark Ford, Jack Rowland, Clarence Gregg, Frank Terpin, and John Wood.

Way back when...



Oregon Historical Society photo

The first state tax for road construction in Oregon was a bicycle tax. In 1901, the Legislature slapped a \$1 a year tax on bike riders and ordered that bike paths be built along all roads. Road building and financing during those early days was done by the counties.

Maintenance study may reveal new, cheaper patching methods

With the rising cost of equipment and materials needed to maintain a highway system, Oregon highway employees always have to be looking for ways to cut costs.

So when the Federal Highway Administration (FHWA) decided to study different methods of road patching, Maintenance Engineer Dave Moehring knew to get Oregon involved.

The study centers on bituminous patching methods used in four pilot states—Oregon, Pennsylvania, Utah, and Arkansas. It is just one of several federally-funded maintenance studies the FHWA is conducting, but Moehring chose road patching because "it's our most costly maintenance activity. We spend over \$6 million a year on patching, so if we can find a way to lower that cost, we'll do it."

A committee comprised of highway officials from each of the four states and from the FHWA will be traveling to each state to observe patching methods. So far, the committee has visited Utah and Arkansas.

Oregon committee members Moehring, Klamath Falls District Engineer John Gunter, and McNary Resident Engineer, John Hagedorn will be showing the others Oregon's highway system from Aug. 2-6.

The three Oregon men mapped out a tour which will show patching work on roads with varying weather and wear conditions. Starting in Portland, the committee members will drive first to Eugene and then to the Odell and Chemult sections in Central and Eastern Oregon. From there, they'll go to Roseburg, then on to Florence and up the coast to Portland. "We've got it set so they'll see patching work in a big city, in areas where we get snow, and along the coast," said Moehring.

Maintenance...

Continued from Page 1

per cent cut in that program.

Moehring said the age of equipment in his section is another serious problem. By July 1, 1977, it will cost in excess of \$20 million to replace equipment that has now exceeded its economic life span. Moehring said that a truck which cost \$4,000 to \$5,000 in 1972 now sells for \$10,000 to \$15,000.

Specialized equipment, such as a three-wheeled loader, has escalated in cost, too. A loader cost \$5,000 to \$10,000 a few years ago, but now the price is \$30,000 to \$35,000.

In 1972, the Highway Division paid \$30 to \$35 a ton for asphalt; now the price ranges from \$70 to \$100. The division paid 20 cents a gallon for gasoline three or four years ago; now it costs 46 cents a gallon.

Moehring presently has 1,465 employees in the Maintenance Section, but even with a new budget, inflationary increases in the price of goods and services will leave him with about 100 less people to do the job.

ODOT helps Bend acquire new bus

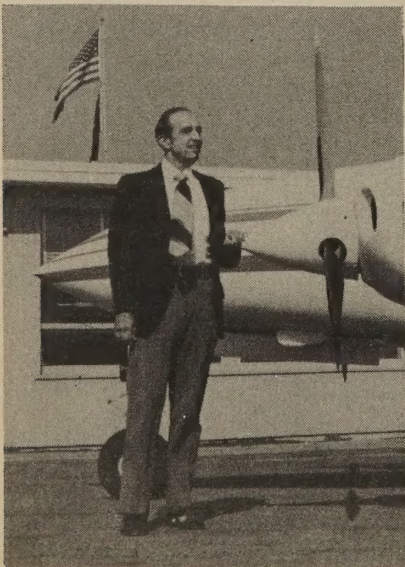
The Mass Transit Division is contributing \$6,700 to the City of Bend to conduct a year-long experimental public transportation project.

The project will offer Bend residents increased low-cost bus service while providing the Mass Transit Division with statistical information about small city transit operations. The United Senior Citizens of Bend and the Mass Transit Division signed the contract on July 1, and the new service is scheduled to begin on August 2.

Presently only one bus runs in Bend, but the new funds will help rent another bus and will add two new routes to the existing system. The new service will make eight daily runs Monday through Friday, and will allow the buses to travel outside the city limits.

The experiment is geared toward the transportation disadvantaged, which includes the elderly, the young, and the poor. The city service will be available to all residents.

Burket speaks in Washington



PAUL BURKET

Capitol Hill knew Paul Burket was in town last month.

Burket, state aeronautics administrator for ODOT, appeared before the Civil Aeronautics Board and the House aviation subcommittee in Washington, D.C. on July 1.

He spoke on behalf of the Pacific Northwest Regional Commission, which is made up of the governors of Oregon, Washington, and Idaho.

Burket's testimony also reflected the views of the National Association of State Aviation Officials (NASAO), as he is presently serving as its vice-president.

Burket told the board and subcommittee that the three Northwest states favor modernization and reform of the present system of federal economic regulations of the domestic air transportation system in the United States. But, he said that most of the states are seriously concerned that both the present regulatory system and the proposed changes presented in Congress have failed to provide adequate services to many small communities in the U.S.

He added that the present proposals before Congress failed to provide explicit state roles in the selection of communities which may receive federal subsidies.

While in Washington, Burket also discussed aviation matters with the transportation staffs of each member of Oregon's congressional delegation.

Judging from his trip to Capitol Hill, Burket believes that Congress will spend more time with the present regulatory reform measures and will not act on them during this session.

Most importantly, Burket said, "the Pacific Northwest now has its oar in the water".

Journalists like Oregon roads

Foreign journalists from 19 different countries who toured the United States during June and July found Oregon's highways "the best we've seen, really."

The troupe of 49 newspaper, TV, radio, and magazine reporters and editors traveled highways between Washington, D.C. and Seattle, camping in trailers along the way. They drove I-80N from Ontario to

Portland in mid-July, staying three nights in Oregon.

The Travel Information Section of the Highway Division arranged for their reservations at Farewell Bend State Park near Ontario and Memaloose State Park in The Dalles. Vic Fryer, travel information officer, met with them at Memaloose and extended greetings from Gov. Bob Straub.



Foreign journalists, with their national flags flying from their trailers, watch a Warm Springs Indian dance at Memaloose State Park near The Dalles.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

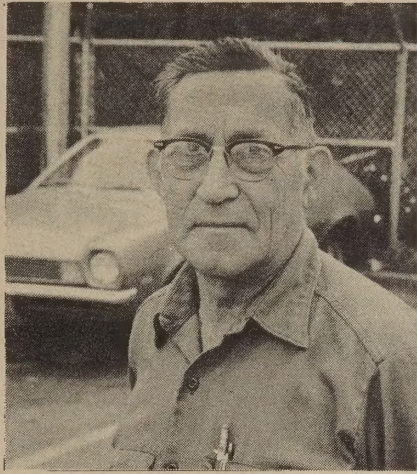
CANDID COMMENTS

What should ODOT do to aid employees scheduled to be laid off?



PEGGY SCHMIDT, AERO
Secretary/Receptionist, Salem

Work through personnel to see if there are any openings in other state agencies where these employees might fit, and work to place them there. Retain their names and if there is any future re-hiring consider these people first.



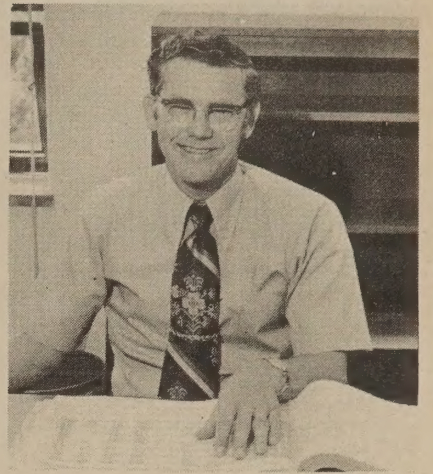
ELMER RUBEL, HWY.
Asst. Motorpool Supv., Salem

I hope ODOT will help them find another job, and also give those people first employment rights if and when re-hiring occurs.



LINDA KIRSCHNER, ODOT
Safety Unit Secretary, Salem

ODOT does have the job information service and is trying to help in anyway they can. I think ODOT is doing more than would be done in private industry.



AL WARD, ODOT
Business Mgr., Finance, Salem

Fill all applicable vacant positions within ODOT from layoff lists, retain personnel where feasible to fill vacant positions, and attempt to provide available outside job market information for employees scheduled to be laid off.



VICKIE GATES, MASS TRANSIT
Transit Program Mgr., Salem

Beyond absorbing as many people as possible through openings in ODOT, the department should give as much notice as possible, provide assistance through the Personnel Section (both in-house and Executive Department) on rights and other opportunities in the State, and consider increased training and moving allowances.



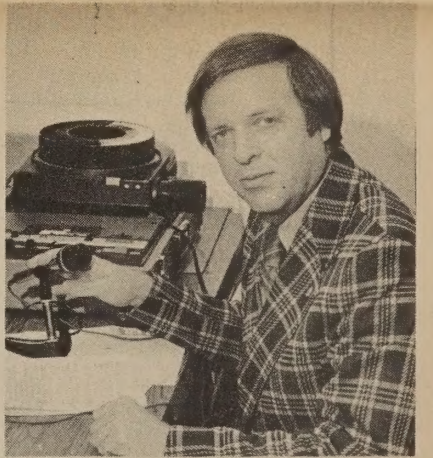
JOHN WALKER, HWY
Quality Control Eng., Salem

The announced layoff has created a demoralizing effect. With the attempt to find positions for those being laid off, ODOT should also send out all information as to the system and method it will employ regarding transfers or demotions for those not actually laid off, but "bumped."



SHARON SPRINGER, MVD
Motor Vehicle Rep., Hermiston

Make sure employees are aware of job vacancies in other divisions and then fill those positions before hiring new applicants. Have ODOT support legislation to lower the retirement age to 55. Finally, send all employees scheduled for layoffs to DMV field offices, soon!

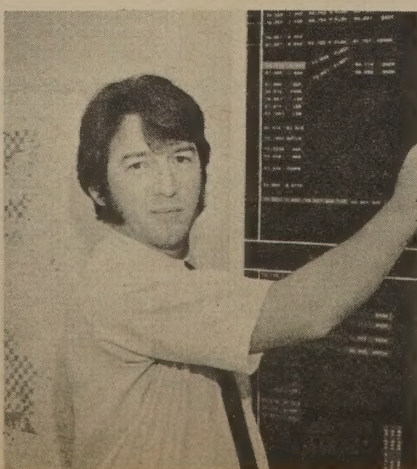


GARY ROSS, HWY.
Asst. Project Engineer, Portland

ODOT is going to do all it can to help the laid off employee find other employment. I hope it takes into account the cost of moving to a new job location. A maximum effort should be made to find jobs in communities where the employee is currently living. Most employees could have a tough time funding a move on their own.

LYNN McKIBBEN, HWY
Asst. District Engineer, Corvallis

My first response is that employees should not be laid off. We can not do much for a person no longer employed by us. We can, however, reassign many who may be laid off to positions where help is needed. If additional funding is provided for field maintenance operations we could use those people to provide the service that the public expects.



PAT SCHWARTZ, HWY.
Region 5 Engineer, LaGrande

As far as the actual layoffs, ODOT has to follow the state personnel rules and regulations. But we should use whatever influence, or contacts that we have to try and locate jobs for these people. I feel that during these times ODOT should fully advise employees of what is going on just as soon as decisions are made. The uncertainty that is created by rumors is very demoralizing to all employees.

They were kept standing, but smiling

The lines were long, but both the customers and the employees were patient and pretty cheerful during the first month of Oregon's photo driver license program.

Motor Vehicle Division (MVD) field offices around the state reported that a total of 6,000 people stood in line to receive photo licenses on July 1, the first day of the new program. Since only 5,000 drivers per month renewed their licenses in person prior to photo licensing, the steady stream of customers has been a little overwhelming to MVD employees. They estimate that close to 100,000 photo licenses were issued in July.

The overworked desk, counter, and camera people are holding up well under the strain, said Don Stuhr, director of field licensing. "None of them had any trouble sleeping during those first two weeks," he said. "They just went home and collapsed every night."

Stuhr felt that all MVD employees "have really been doing an outstanding job. Employee morale is just tops."

The customers have been understanding, too, he added. "We get a few complaints about the lines, but most of them realize it's a new program, and they expect to wait in line a bit."

Merle Graham, office manager at the East Portland field office, thought that customers were starting to lose their patience. "They weren't too bad during the first week," he said. "Lately, however, they seem to be getting a little nasty."

It's the drivers who don't need licenses who are creating the extra business, said Vinita Howard, public information officer for MVD. More people than ever before are reporting lost licenses or address changes, and they're willing to wait in line and pay extra for photo licenses.

The wait at the East Portland office-MVD's busiest-can sometimes stretch to two-and-a-half hours. That office issues about 375 licenses a day.

Field offices in the smaller cities report much shorter lines. Mel Larkin, manager of the McMinnville office, said there's never been more

than a 20-minute wait at his office since the program started.

To help alleviate the rush of the first few months, the field offices in the larger cities have extended their office hours until 6 p.m. Monday through Thursday. Smaller offices will stay open until 6 on Wednesdays and Thursdays.

Eventually, all of the state's 1.5 million licensed drivers will have to appear in person at a MVD office to be issued a photo license. Full implementation of photo licensing is scheduled to be stretched out over a four-year period.

MVD officials are hoping once the novelty of the photo license has passed, the pace will slacken, since budget and office staffing were based on the four-year plan.

In memoriam to highway men

Word was received this month of the deaths of several former highway employees.

Al Chapman, retired Grants Pass resident engineer, passed away June 23.

Walter Greene, former maintenance worker, oiling crew foreman, and parks employee in Region 5, passed away June 17 in La Grande.

Noel Klitz, retired La Grande shop machinist, passed away June 22.

Don Lamb, former maintenance employee in region 5, passed away June 18 in La Grande.

Employees honored for years of service

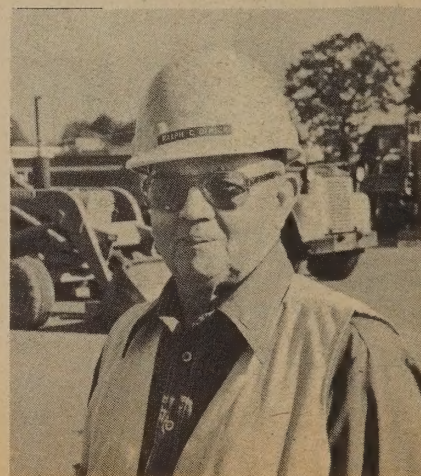
Thirteen Highway Division employees were awarded service emblems in July for 35 and 40 years of service. Together those thirteen have contributed over 465 years of service to the division. A number of employees were also awarded emblems for 30 years of service. Congratulations and thanks for all the hard work!

40 YEARS

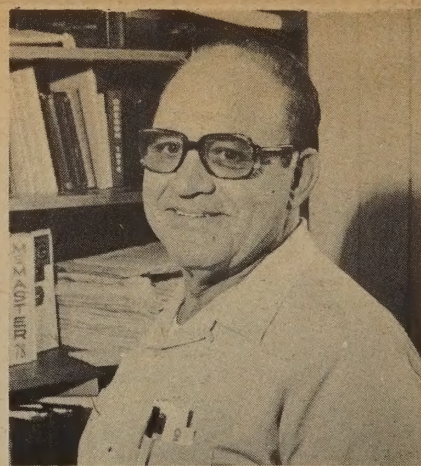
Ralph C. Dimick, highway maintenance supervisor, Milwaukie.
Joshua S. Sawyer, resident engineer, The Dalles.

35 YEARS

Clinton C. Deyo, chief weighmaster, Salem.
Vernon N. Goodell, highway maintenance supervisor, La Grande.
Walter D. Hicks, highway transitman, Medford.
Frank E. Moran, highway maintenance supervisor, Silver Lake.
Edward J. Rief, inspection engineer (construction), Portland.
Frank S. Senn, bridge paint inspector, Portland.
Roy L. Simpson, highway maintenance supervisor, LaPine.
Glenn R. Virtue, highway maintenance supervisor, Moro.
John H. Walker, quality control engineer (construction), Salem.
Leonard W. Watkins, highway maintenance supervisor (sign shop), Salem.
John H. Westfall, highway maintenance worker, Ontario.



RALPH DIMICK



JOSHUA SAWYER

Bridge design builds success

The July issue of *Civil Engineering* features one of the best-looking centerfolds that engineers in Oregon's Highway Division have hung on their walls and bulletin boards in a while.

The color spread tells that the Clarno Bridge on the John Day River was "designed to live with rugged beauty...and flash floods." Six or seven other engineering magazines will carry the same United States Steel advertisement bragging of Oregon's "sound economic and engineering considerations."

It's not surprising to find Oregon's bridges featured in ads, since the state has collected a number of awards for bridge construction and design.

First place winner

The Clarno Bridge took first place as the outstanding bridge in last year's Federal Highway Administration awards for "The Highway and its Environment." The First to Seventh Avenue viaduct in Eugene, also designed by the bridge section, took first place as the outstanding section of new highway in an urban environment.

The year before, Oregon cleaned up in the same contest, as the B. A. Martin Bridge at Brookings took first place in bridge design, with Portland's Fremont Bridge capturing second.

Other contests have brought over 23 awards in bridge design, plus five awards in architectural and illumination design, notes Walt Hart, head of the bridge section.

Just last month, the section

received a letter from the American Institute of Steel Construction, announcing that the Clarno Bridge has won the AISC 1976 Prize Bridge award for its category. The institute selected just eight prize bridges in the nationwide contest. The awards are given "to recognize and encourage the imaginative and aesthetic use of fabricated structural steel in bridges."

Imagination the key

In the past few years, the emphasis has been toward blending the design of a bridge with its environment. The kind of imagination used with the Clarno, Martin, and Fremont Bridges, plus a lot of cooperation from within the Highway Division, is what Hart believes sets Oregon apart in innovative bridge design.

"The ODOT administration is willing to give our designers the freedom to innovate-the freedom to develop something which may be a departure from the norm," he says.

'A team effort'

The most credit must go to the designers, who Hart says are "imaginative enough to break away from the mold of what has been done in the past." Our designers set their own standards, and they all have a 'can-do' attitude.

"The best plans would fall short of the designer's expectations if it weren't for the skill and extra effort put forth by the field crews," Hart adds. "The national recognition Oregon has received is a result of a team effort of office and field."

Planning stages Monday flicks

The Planning Office wants employees to "start the week with a new idea," and is continuing to offer Monday movies at lunchtime in the conference room of the Highway Building.

The movies were fairly well attended during June and July, said Dick McRae of planning's training team. He still believes, however, that not enough employees are aware of the movies or remember to set aside their Monday lunchtimes.

The Planning Office keeps looking for ideas for movies which would interest ODOT employees from different divisions. The flick scheduled for August 30 was specifically requested by the Mass Transit Division, and is highly recommended. Anyone with ideas for movies can call McRae at 378-4546.

MONDAY MOVIE SCHEDULE FOR AUGUST

August 2--"Energy versus Ecology--The Great Debate" discusses how to use our coal resources without disrupting the environment.

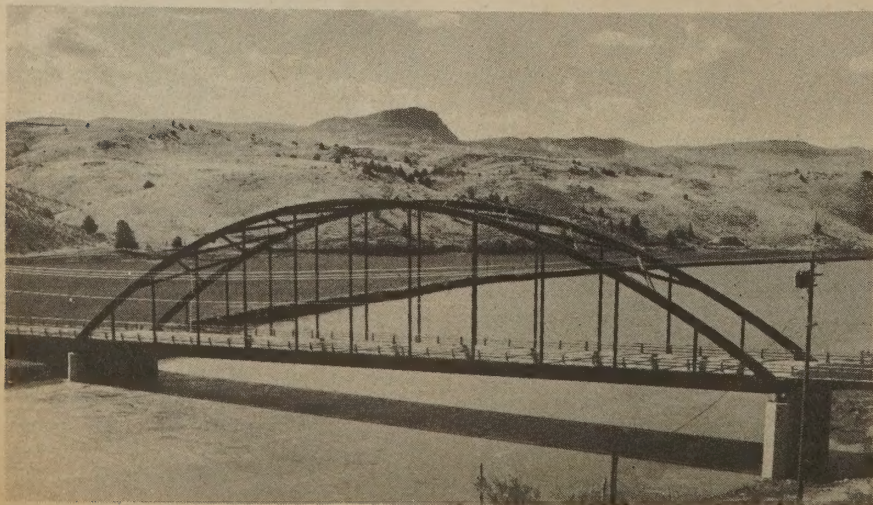
Also scheduled is "Offshore--The Search for Oil and Gas."

August 9--"Choice Stakes" is an animated film showing how a fuller material life affects the environment. "The American Way" discusses the role of transportation in American life, and "DB International" shows ten minutes of European trains in German.

August 16--"There Will Be a Slight Delay" is an enthusiastic examination of America's transportation problems. "The Communications Explosion" shows new technology that can turn the world into a global village.

August 23--Both "Maschine" and "Evidence of Progress" explore the glamor and misery of technical progress. "Landschaft Unser Lebensraum" is a German film on the same topic.

August 30--"Transportation: Master or Servant." Shall we have greater reliance on public transportation in our urban regions or continued dependence on the automobile? Issues and answers are examined.



This picture of the Clarno Bridge across the John Day River is being used in a steel advertisement carried by several national engineering magazines this summer. It was taken by ODOT photographer Jerry Robertson.

Employee dental plan approved, dependent coverage loses out

The Oregon Dental Service plan for state employees was approved and will become effective on August 1, 1976.

Coverage for employee dependents was not approved.

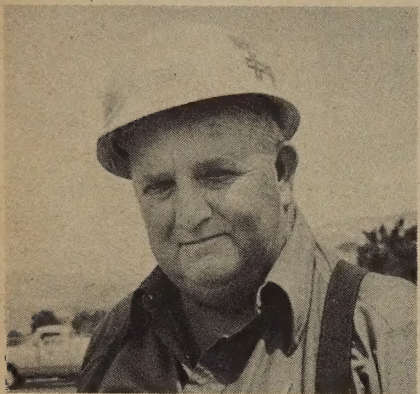
Carl Hobson, head of ODOT's Personnel Operations Section, said that each employee who signed up for the plan will receive a membership card during the first week in August.

If an employee has scheduled dental work, but has not yet

received a membership card he or she may submit the ODOT group number (1100) plus his or her social security number. For example, if an employee's social security number is 876-54-3210, the claim number to use would be 1100-876-54-3210.

All major ODOT headquarters and field offices will be furnished a list of participating dentists, Hobson said.

Employees with questions about the new dental plan should contact their supervisors, or the ODOT Personnel Operations Section.



WILLIAM GLEN ROBERTS



NORMAN WOLF

Veteran employees reach retirement

Seven employees retired from ODOT during July. The list follows, along with best wishes from all fellow workers.

William Glen Roberts, highway maintenance supervisor in The Dalles, 34½ years.

Norman E. Wolf, highway maintenance supervisor 2 in Klamath Falls, 24 years.

LaMonde E. Evans, highway maintenance supervisor 2 (landscape foreman) in Portland, 22 years.

Francis M. North, right of way agent 3 in Roseburg, 16 years.

Harold E. Lanning, motor vehicle representative 4, manager of the Beaverton office, 13½ years.

DISABILITY RETIREMENTS

Edgar V. Denton, Baker, highway maintenance worker 3, 22 years.

George E. Feak, laborer in Milwaukie, 8 years.



JULIE MORTENSEN
Office Manager



JOHN KADAJA
Park Manager 2

ODOT people on the rise

The following ODOT personnel were promoted during July. The list does not include personnel from the Motor Vehicles Division, who are featured in their publication *Behind the Wheel*.

CONGRATULATIONS!

- Phil R. Ainsworth, machinist to highway shop foreman in La Grande.
Douglas R. Arnall, junior park ranger to senior park ranger at Fort Stevens State Park.
Michael R. Barber, junior park ranger to senior park ranger at South Beach State Park.
Paul L. Blackburne, assistant section supervisor to assistant bridge supervisor in The Dalles.
Ralph N. Callison, assistant section supervisor to traffic line supervisor in Bend.
Arlan L. Elms, park management assistant to park manager 2 at Armitage State Park.
Richard L. Galbreath, junior park ranger to senior park ranger at Clyde Holliday State Park.
Charles S. Horton, junior park ranger to senior park ranger at Fort Stevens State Park.
John G. Kadaja, park management assistant at Champoege State Park to park manager 2 at Detroit Lake State Park.
John R. Kurka, junior park ranger to senior park ranger at Harris Beach State Park.
Franklin D. Lewis, store clerk to storekeeper in Bend.
John O. McIntyre, junior park ranger to senior park ranger at Honeyman State Park.
Julie E. Mortensen, secretary in the district office in Sylvan to highway maintenance office manager in the district office in Corvallis.
Franklin D. Newcomer, highway maintenance worker to journeyman maintenance worker in McKenzie Bridge.
Elsie J. Ockert, computer supervisor 1 to computer supervisor 2 in the data processing section in Salem.
Lynett L. Reason, secretary in computer center to administrative assistant in information systems in Salem.
C. S. Unterkircher, assistant section supervisor in Ontario to section supervisor in Juntura.

State fair exhibit covers trails

Oregon trails, past and present, will be featured in an ODOT exhibit at the State Fair, Aug. 28-Sept. 6.

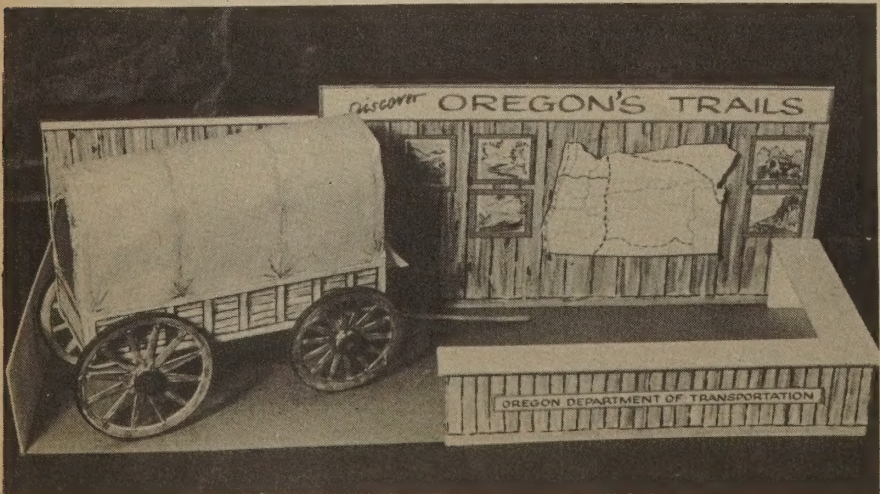
ODOT's annual display at the fair encourages Oregonians to become better acquainted with their state. This year the exhibit will offer information on Oregon's vast recreation trail network and on ODOT's role in developing that system.

In keeping with the State Fair's bicentennial theme of "The Great American Time Machine," the exhibit will feature a covered wagon currently on display at Emigrant Springs State Park. The wagon will draw attention to the state's historic transportation routes. It measures over 11 feet long by about 6 feet wide and 9 feet high.

A large map designed by the ODOT Engineering Graphics Unit will show the locations of old Indian trails and wagon train routes in relation to modern-day highways, bicycle paths, and hiking trails. The map will be accompanied by color photographs of scenic trail views in Oregon.

The exhibit is sponsored by the Public Affairs Office, in conjunction with the State Parks Branch and the Travel Information Section. Personnel from those offices will be on hand to answer questions and distribute state travel and parks literature.

The Highway Division has participated in most Oregon state fairs in recent years, providing information on highway projects and promoting in-state travel.



This is a model of ODOT's Oregon Trails exhibit planned for the state fair this year. The display will feature the Park Branch's covered wagon.

OSEA highway unit installs officers

New officers of OSEA Chapter 1 (Salem Highway Chapter) were installed July 21 in the large conference room in the Highway Building in Salem.

Diane Karas, word processing operator in general services, is the new president for coming year. Dick Stumpff, illumination technician in bridge design, was elected vice-president.

Mildred Peterson, administrative assistant in right-of-way, is membership secretary and Vi Osborne, also an administrative assistant in right-of-way, was elected treasurer.

Karas replaced Dick Bladorn as president. Former OSEA President Les Strickler officiated at the installation. He is a professor at Oregon State University.



Faith Steffen:

She's always there with the facts

By Frank Howard

Quick. When was the first bridge completed on U.S. Highway 101? What kinds of grass grow best at Ontario? What types of paint are likely to wear the longest in the Coast range? Or would you like to know the names of the five juniors who have won college football's Heisman Trophy?

The wise and experienced in ODOT ask Faith Steffen, the department's librarian.

Faith has been providing answers and information to ODOT employees for 22 years. And, she has gained a reputation for sending very few information seekers away empty-handed.

"I hate it when I have to send someone out of here without any information," says Faith. "It's very satisfying to be able to find information someone needs. It's a good feeling to be able to help someone."

To aid her in her mission, Faith has an estimated 7,500 volumes in ODOT's library on the first floor of the Highway Building. The publications range in subject matter from reports on "Crash test

evaluation of three-beam traffic barriers" and "Energy requirements for roadway improvements" to a Spanish-English dictionary and, yes, a Bible.

A native of Coffeyville in southeastern Kansas, Faith attended Southwestern College in Winfield, Kansas, where she became interested in library work. After moving to Oregon she was "in and out" of the library occupation (she worked for a brief time at the Salem Public Library) while raising her family. Then, in 1954 she became involved in what was a pioneering movement for state highway divisions.

"Oregon's highway department was among the first in the nation to start its own technical library," Faith points out. "It was started by Mr. Baldock (State Highway Engineer R. H. Baldock) in 1937."

In fact, when Faith was employed by the Oregon State Highway Department as a full-time librarian, the state agency was one of only a dozen in the nation providing such services. It wasn't long before Faith became involved in helping other states establish highway libraries similar to Oregon's.

In its earlier days, the library was

"mostly a technical library," according to Faith. It contained what she described as "carefully catalogued volumes of books, pamphlets, documents, technical reports and periodicals covering every possible subject connected with the construction and maintenance of highways and parks."

As the library grew, more was added to Faith's shelves on a variety of subjects until today they contain publications under each of the 10 basic categories in the Dewey Classification System.

Uses a computer

Faith's sources for information aren't confined to the ODOT library. During the winter months, her trek across the mall to the State Library is a daily routine. She also stresses that ODOT has access to the collection of most other libraries in the nation through the inter-library loan system.

Even the computer is among Faith's tools. The ODOT library, she explains, is on line with the national Transportation Research Information Service computer at Columbus, Ohio. Through this data system, sources of information published anywhere in the nation can be sought each month. "I don't think the computer will ever replace a librarian, though," says Faith.

Some of the questions confronting Faith have been challenging, if not unusual. Once she was asked, "What's the relative humidity in Ghent?" Her client was wrestling with a legal problem arising over the pouring of a cement setting by a Highway crew in climatic conditions similar to those found in Ghent, Belgium.

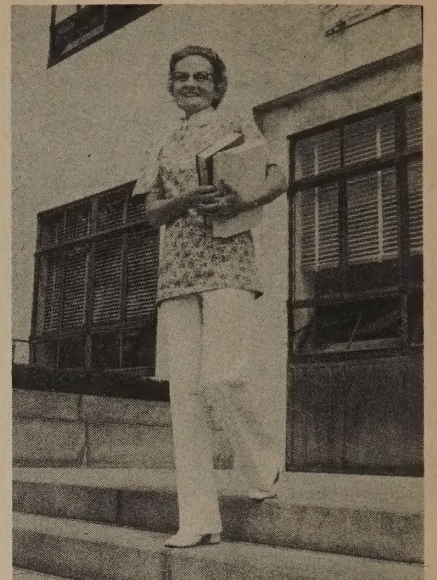
'Everything interests me'

Then there was the inquiry involving the grazing habits of goats. "The information in that instance was needed to help appraise the value of some land along the coast," she recalls.

A staff of one, Faith asks only that requests for library assistance be limited to job-related business. "I have this bad habit of automatically diving into trying to find information on something no matter what the question relates to," says Faith. "Everything interests me except a snake."

Through her work, Faith says she has acquired a fascination for bridges, particularly in terms of design and history. But, two of her strongest interests remain music and sports.

An enthusiastic football fan, Faith doesn't need a book or a computer to rattle off the names of the Four



FAITH STEFFEN

Horsemen of Notre Dame, or the five juniors who have won Heisman trophies. A devoted follower of former University of Oregon football star Norm Van Brocklin when he was playing and later coaching, Faith says her hero is now George Blanda.

Asked about the most enjoyable aspect of her job, Faith quickly answers, "The people. I've met an awful lot of nice people while working here. They've been tremendous."

'Feel free to call'

Her biggest concern involves some of the people she hasn't met, ODOT's new employees. "I'm afraid that many of our newer employees don't even know we have a library," says Faith. "ODOT really should have orientation classes for new employees."

"My major concern is that the library has an atmosphere where people feel free to call on me for information, or at least give us an opportunity to tell them we don't have it or to refer them to someone who does. I don't want anyone not calling on us because they're embarrassed about not knowing our regulations or procedures. That's why I'm here."

Employees working outside the Highway Building can borrow material from ODOT's library by writing or phoning Faith. Most material is charged out for four weeks.

Currently, Faith's major project is consolidating the resource materials from the different ODOT divisions into one comprehensive library. And as her wealth of knowledge and her services continue to grow, Faith is looking forward to an increase in clients--and new friends.



A frequent and appreciative patron of Faith's library is Fred Klaboe, ODOT chief of operations.

Retirees Let Us Know What's Happening

Sherman Keeler, 2219 24th Ave., Forest Grove, 97116--Retired 1965.

After retiring as a drawbridge operator at Astoria, Sherman and his wife moved to Forest Grove to be close to their children, five grandchildren, and five great grandchildren. They travel to California and Nevada about twice a year to visit friends and relatives. Sherman tries to get over to the coast a couple times a year to take charter fishing trips. "Since I lived in Charleston for a few years, it's always fun to go back and go out with some of my skipper friends," he said.

The rest of Sherman's time is spent taking care of a large yard, several fruit trees, and a garden. Sherman said he likes to slip over to a new lake near Forest Grove and catch a few trout for dinner.

Dorothy Bowers, 108 SE 10th, Pendleton, 97801--Retired 1971.

Dorothy said she loves retirement. "It's the best job I ever had. I can get up when I want and do as I darn well please." She enjoyed working as a secretary for Scott Coulter, and was pleased to read of his promotion. She said he's really smart, and cute, too.

Dorothy has lots of hobbies, mostly crocheting and embroidery of all types. She spends a lot of time in her garden, and said her first potato crop produced the largest potato she'd ever seen--it weighed in at more than five pounds.

Dorothy stressed that nobody should have any doubts about retirement. "After five years, my retirement pay is more than my take home pay was before I retired," she laughed.

Ernest Park, P. O. Box 872, Medford, OR 97501--Retired 1976.

Ernest said he has been spending most of his seven months of

retirement working with the Medford Gospel Mission. The Mission works with the needs of transient people. When he retired as a highway maintenance office manager in Medford, his fellow employees gave him money to purchase an AKC (American Kennel Club) dog. He bought a Keeshound and is now taking the dog to obedience school. When they finish with school, they'll go on to shows and obedience trials. Ernest said he will be showing his dog throughout the Northwest.

Now that my wife is retired we plan to take short trips and do a little fishing," he added. Ernest said to say "hi" to all his friends around the state.

Chester R. Mulkey, 8131 Pudding Creek Dr. SE, Salem, 97301--Retired 1971.

Mrs. Mulkey said that Chester looks forward to reading each issue of VIA. Since he worked on traffic

lights in the Salem highway shop for many years, he particularly enjoys any information from that section.

After he retired, Chester discovered he had Parkinson's Disease. At the beginning of this year, he fell and broke a hip, and has been an invalid in a private nursing home while working toward recovery.

Don Hardcastle, 2595 Chuckanut St., Eugene, Oregon 97401--Retired 1972.

Don retired as an engineering technician in construction in February of 1972, and he says he can't believe how "time flies." He's been doing some flying himself, jetting off to Canada, California, and Hawaii. He spent about a month in the South Pacific this year, and says he wouldn't trade Oregon for any other place, except maybe New Zealand. Incidentally, this traveler says he prefers DC 10s to 747s. He enjoys reading VIA, because it keeps him informed of "highway doings."